

# Deep Water Port *notes*

The News Portfolio of The Connecticut Deep Water Port Community

*New London . New Haven . Bridgeport*

## Infrastructure

By Donald B. Frost



*Port of New Haven, Connecticut.*

Most of the shipping jobs in Connecticut are involved with tramp shipping – tankers and dry cargo bulkers. Our businesses go beyond the movement of raw materials, agricultural products and energy. The demand for goods drives manufacturing and economic activity which, in turn, drives the demand for container ships. Therefore, we look there for clues to our future.

We have been reading of a “shipping crisis” caused by a shortage of containerships and containers and congestion at container ports, the impact on the worldwide movement of goods and escalating freight rates.

The grounding of the EVER GIVEN (20,000 TEU) in the Suez Canal demonstrates shipping’s vulnerability globally. Newspapers questioned whether the ships are too big for their ditches. Yet there are quite a few 24,000 TEU ships on order and demand for ships

across all sizes remains robust. On May 1 we read that CMA CGM had ordered 22 containerships in China to be delivered 2023-2024. The package will be able to carry 223,000 TEU. Six will carry 15,000 TEU, six will carry 13,000 TEU and ten are designed to carry 5,500 TEU.

There is more to this story than more ships with greater capacities. The U.S. trade deficit reached a record high in March helped by roaring domestic demand. Manufacturers lack the capacity to satisfy the surge in demand because of resource restraints and bottlenecks in the supply chain. Most of the delays to the movement of containers today can be traced to North America’s aging infrastructure. Our comparatively slow handling of containers has been a supply chain pain and a leading cause for a frequent shortage of empty containers in Asia for decades. It appears that demand is continuing to strengthen, leading to more disruptions.

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Where are the bottle necks?

- Getting the boxes off the ships
- Getting the boxes onto chassis and rail cars
- Getting the trucks and trains off the piers and out of the terminals
- Getting the trucks and trains out of the port
- Easing or eliminating the choke points in our surface transportation infrastructure
- Getting the boxes back to users

Fixes:

- Build more ships?
- Build more containers?

Or

- Fix the United States' transportation infrastructure!

Which option will give the highest return on investment?

Reminder- there is a cost to doing nothing.

### Hire Our Returning Veterans: Resources

#### Office for Veterans' Workforce Development (OVWD)

Mr. Terry Brennan, Director (860) 263-6514

<http://www.ctdol.state.ct.us/veterans/vetreprs.htm>

**The Office of Military Affairs** - Mr. Robert Ross, Ex. Director  
(860) 270-8074, bob.ross@ct.gov <http://www.ct.gov/oma/site/default.asp>

**Hire Our Returning Veterans: Federal Resources** - VOW to Hire Heroes Act of 2011 creates new benefit for unemployed veterans.

This legislation offers a tax credit up to \$5,600 for companies that hire veterans who have been unemployed six months or longer. Hiring a veteran with a service-connected disability bumps the credit up to \$9,600.

**Link:** [http://courtney.house.gov/index.php?option=com\\_content&view=article&id=6533&Itemid](http://courtney.house.gov/index.php?option=com_content&view=article&id=6533&Itemid)

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Organized in 2000, the Connecticut Maritime Coalition is a non-profit trade association advocating for Connecticut's Maritime Industry.

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*Advocating for Connecticut's Maritime Industry*